

# FHWA-MAINEDOT Environmental Document

## GENERAL PROJECT INFORMATION

Municipality/County/Route No.

City of South Portland, Cumberland County, Maine

Project Identification Number

STP-8727(00)X, PIN 8727.00

**New road connecting the intersection of Western Avenue & Maine Mall Road to the dead-end portion of Westbrook Street at the Jetport.**

Project Description/Termini



## DOCUMENT TYPE

After completing this form, I conclude that this project qualifies for the following type of NEPA action and hereby release it for public involvement (FHWA must review if Section 4(f) property is used).

Environmental Assessment (EA)	<b>X</b>

## APPROVAL

\_\_\_\_\_  
FHWA Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
City of South Portland

\_\_\_\_\_  
Date

\_\_\_\_\_  
MaineDOT

\_\_\_\_\_  
Date

(EAs require a separate FONSI)

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

## PURPOSE AND NEED

### Existing Conditions:

This area is currently vacant, undeveloped commercial/industrial land adjacent to the Portland International Jetport. This parcel consists of scrub-shrub wetlands interspersed with pockets of forested upland.

### Need for Improvement:

In 1989, The Portland Area Comprehensive Transportation Committee (PACTS) conducted a study on traffic patterns within the Maine Mall and Jetport area. The 1989 study concluded that the City should extend the Maine Mall Road north of Western Avenue to create a secondary access to National Semiconductor.

The proposed road will also provide a second access option to the Redbank neighborhood (made up of approximately 250 multi-family units, in addition to Courtland Court and Olde English Village apartment complexes); the Maine Juvenile Correction Facility; National Semiconductor; and Fairchild Semiconductor. The proposed roadway will enhance fire/ambulance/police emergency response within the Fairchild/National Semiconductor Industrial Complex, to the Juvenile Correction Facility, and Redbank neighborhood. Furthermore, a secondary access to the Fairchild/National Semiconductor Complex will reduce truck and passenger car traffic volumes on Western Avenue by providing an additional travel option for workers and commercial vehicles. The proposed road will ease truck and passenger car congestion in the overall Maine Mall/Jetport area. The proposed roadway is a permit condition of the Brick Hill Affordable Housing Project. This roadway will allow the Brick Hill Development to obtain occupancy permits.

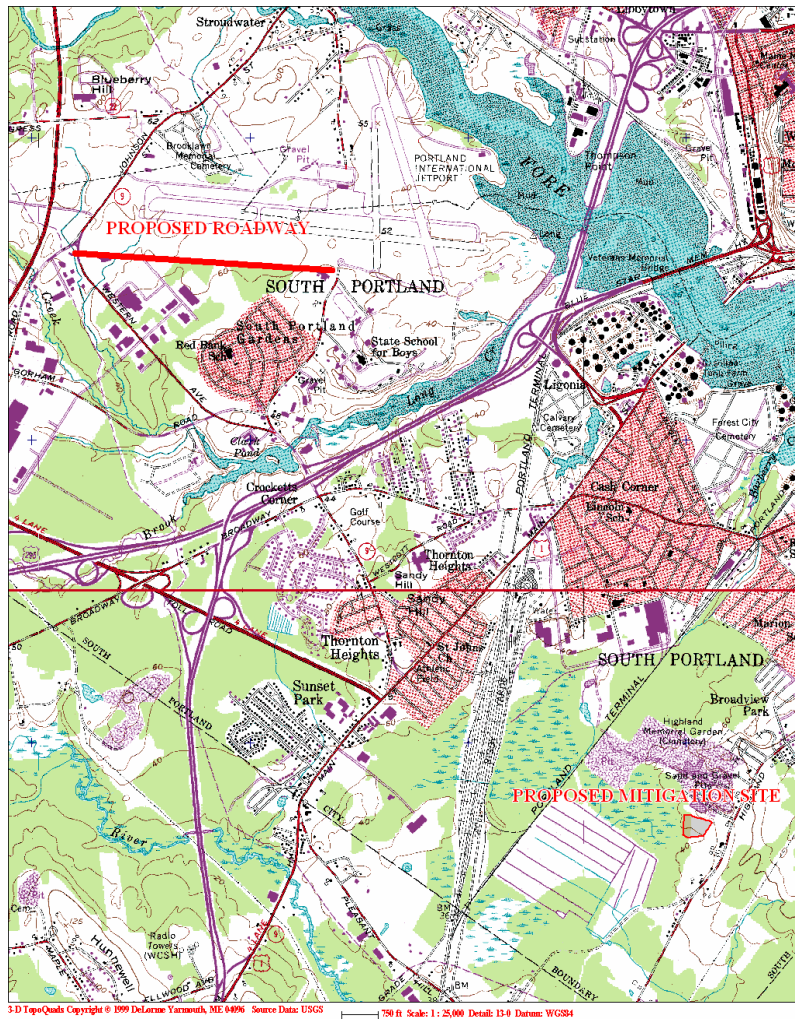
The proposed roadway will allow interconnection of a water main loop and discontinuance of an existing main under the Jetport main runway.

A recommendation of the PACTS 1995 Traffic Pattern Study outlined a proposal to simplify the intersection of Western Avenue and Gorham Road. Currently, this crossing is a 4-way intersection. East of this intersection, Gorham Road continues behind a small strip-mall and terminates at Westbrook Street. This study proposed to eliminate the small section of Gorham Road between Western Avenue and Westbrook Street, in order to create a safer and more manageable 3-way intersection.

The purpose of the proposed road is to provide for the following needs:

- Additional vehicle access (including emergency response)
- Improved intersection safety (second access)
- Upgraded and improved water service
- Reduced congestion in the Maine Mall area.

## PROJECT AREA



## ALTERNATIVES

### **Proposed improvement:**

This project involves the construction of approximately 5,500' of new, two lane, public road between the intersection of Maine Mall Road and Western Avenue to the northern terminus of Westbrook Street in South Portland, Maine. The road will run east to west, parallel to the Portland International Jetport Runways numbered 11-29. The proposed road right-of-way will be on the City of Portland's Jetport property and a portion of the Packing Corporation of America property. The City of South Portland has received a written "right-to-build" agreement from the City of Portland. The road right-of-way will have a total width of 80 feet. The roadway itself will have a width (including side slopes,) of 50 feet (+/-). Permanent wetland impacts, including fill for the roadway and side slopes, will be 97,909 square feet or 2.24 acres.

The proposed roadway will be constructed between the Portland International Jetport runways on the north and the National/Fairchild Semiconductor facilities on the south. The road will consist of two 12-foot travel lanes with 10-foot paved shoulders on both sides of the road. The purpose of the paved shoulders is to provide passage for bicycle traffic and space for debilitated vehicles to get off the travel lanes.

Estimated cost of the roadway and associated wetland mitigation is 1.2 million dollars.

**Other alternatives considered** – Describe Section 4(f) and Section 404 avoidance alternatives and measures to minimize harm.

There are no 4(f) resources in the project area.

The proposed project will result in the loss of approximately 2.24 acres of freshwater scrub/shrub and emergent wetland area. Upon suggestion of the U.S. Army Corps of Engineers (please see attached letter from Jay Clement, Army Corps, dated December 12, 2001) the City of South Portland explored the option of moving a section of the road south, encroaching onto the properties of Fairchild and National Semiconductor. This rerouting of a portion of the road would have reduced the overall wetland impact by about 1 acre.

The City conducted an investigation into acquiring land from National and Fairchild Semiconductor. It was determined that by moving the road, National Semiconductor would have to provide the majority of the land. National reviewed the plans for the reroute of the road and provided four issues concerning use of their property. The following text is copied from a letter from Richard Hall, Environmental Manager for National Semiconductor addressed to the City of South Portland on January 11, 2002:

“In reviewing the proposed routing, we have determined that there are several issues on the NCS property which need to be address (*sic*), if the proposed routing is used:

1. The proposed route would go through a storm water retention pond. The pond is in place to control run-off from the property, and water loading to the downstream systems. A replacement pond or other structure would need to be designed and installed as part of the project.
2. The proposed route would run through parking lot D, resulting in the loss of approximately 50 parking spaces. It would also run through parking lot E resulting in the loss of approximately 30 parking spaces. Replacement spaces would need to be allocated and appropriate lots constructed.
3. At a point east of where the proposed entrance to NSC is planned, the new routing would cross previously mapped wetlands areas, which connect to the areas mapped on the jetport side of the property line. Therefore, the proposed routing may be no better than the original routing.
4. There is a consent order in place with the DEP which forces special handling to occur for any soils, which must be disturbed on the NSC or FCS property. The consent agreement requires a plan be approved by the DEP whenever soils are disturbed. The plan must include continuous testing, using PID instruments, of any disturbed areas. The plan must also detail the soil storage to be used and the soil disposal. Generally soils are not released for disposal for 6–12 months after they area stockpiled.”

After receiving this information, the City contracted *Property Valuation Advisors (PVA)*, of Newburyport, Massachusetts to conduct a Limited Appraisal on the approximately 2-acres of land (*80 feet by 1,150 feet*,) that would need to be acquired from National Semiconductor. Due to the numerous property issues, the City believes that this is not a practicable alternative to the current design.

The applicant also explored the possibility of eliminating the paved shoulders on the road to further reduce the wetland impacts. However, the City believes that the potential safety impacts of this elimination would outweigh the benefits. City Engineers feel that the paved shoulders are necessary to allow for pedestrian and bicycle passage along the road, as the road will connect a shopping plaza and a residential neighborhood.

## CATEGORY DETERMINATION

Note: For any answered "yes", explain in the Support Information section why significant impacts will not occur.

	No	Yes
<b><u>Public Involvement</u></b> – Is there substantial public opposition to proposed action?	X	
<b><u>Right-of-Way</u></b> – Does action include a residential or commercial displacement, or acquisition of property rights that will result in substantial abutter impacts?	X	
<b><u>Hazardous Materials</u></b> – Are there any known State or Federal Uncontrolled Oil and Hazardous Material sites within or adjacent to the action?		X
<b><u>Cultural Resources (Section 106)</u></b> – Has the State Historic Preservation Officer (SHPO) determined that the proposed action will have other than "no effect" on the properties eligible for or listed in the National Register of Historic Places?	X	
<b><u>Section 4(f) or 6(f)</u></b> – Does action require use of any property protected by Section 4(f) of the Department of Transportation Act (except for Transportation Enhancement requisitions and preservation of historic sites), or Section 6(f) of the Land and Water Conservation Fund Act?	X	
<b><u>Wetlands</u></b> – Does action require an Army Corps of Engineers Programmatic Category III (Individual) Permit?		X
<b><u>Sole Source Aquifers</u></b> – Is action over a sole source aquifer?	X	
<b><u>Wild and Scenic Rivers</u></b> – Is action in, across or adjacent to a river designated as a component or proposed to be included in the National System of Wild and Scenic Rivers?	X	
<b><u>Scenic Byways</u></b> – If action is proposed on or adjacent to any State or Federal designated Scenic Byway, has Maine DOT determined that the action would have an adverse effect on the Byway (according to the Scenic Byways Coordinator, Scenic Byways Board, and Corridor Management Committee/Plan, as appropriate)?	X	
<b><u>Noise</u></b> – Do impacts of action fail to conform to the Noise Abatement Criteria levels (23 CFR 772) and Maine DOT Noise Policy?	X	
<b><u>Air Quality</u></b> – Does the proposed action fail to meet Air Quality and/or Conformity requirements?	X	
<b><u>Endangered Species</u></b> – If action is proposed in an area known to have Federally listed Endangered Threatened Species or Critical Habitat, will the action affect any of these resources?	X	
<b><u>Other</u></b> – Does action adversely impact any known critical or unique natural resource, the quality of adjacent surface water resources, community cohesiveness, planned community growth, or beneficial land use patterns?	X	

## SUPPORT DOCUMENTATION

Early Coordination - List (1) Parties to whom the early coordination letter was sent, (2) indicate whether the party responded and if so the date of the response, and (3) attach correspondence.

- **December 1998** – Owen Haskell Inc. is hired to survey and set bench marks elevations along the Portland's Jetport southerly property line.
- **February 1999** – Completion of the preliminary design of roadway by City Engineering Department.
- **March 1999** – Outline proposed roadway alignment and Right of Way needs to the City of Portland (owners of the Jetport).
- **April 5, 1999** – FAA states that they do not have “any aeronautical objections” to the project.
- **May 1999** - Portland International Jetport Environmental Assessment.
- **October 8, 1999** – Normandeau Associates is hired to provide preliminary wetland expertise to the City's Engineering Department.
- **November 24, 1999** – Normandeau Associates' report identifies and delineates 14 wetlands impacted by current roadway design.
- **November 24, 1999** – Portland Water District expresses, by letter, an interest in installing a 12” D.I. water main full length. Central Maine Power and Northern Utilities have also expressed an interest in installing their utility in Jetport Plaza Road.
- **February 15, 2000** – Preliminary roadway design and project overview is presented to representatives of the DEP and Army Corps. The project contains 4.75 acres of estimated wetland impact.
- **October 20, 2000** – Discussed with MaineDOT Environmental Office on the impact of wetlands to the project. Explored the possibility that the Maine Turnpike Authority or the Jetport might have extra mitigation credits.
- **April 26, 2001** – On-site walk with Normandeau, the City, MaineDOT project manager and MaineDOT wetland specialist to discuss appropriate course of action.
- **June 20, 2001** – Coordinate with local utilities, T.Y.Lin, and MaineDOT on the relocation of Western Ave. (Jetport Plaza will attach to this road)
- **June 27, 2001** – Discussed wetland mitigation sites and fees with a representative of Maine Wetlands Bank. Maine Wetlands Bank charge \$120,000 to \$150,000 per acre. Jetport Plaza cost for wetland mitigation, using this option, would be \$570,000 to \$712,500
- **August 20, 2001** - Council Order #34-01/02 – Award to Boyle Associates (Boyle) for wetland mitigation services and Natural Resources Protection Act (NRPA) permitting assistance for Jetport Plaza Road. Boyle is instructed to evaluate City owned property for wetland mitigation.
- **October 4, 2001** – Boyle arranges Pre-Application meeting with the regulatory agencies.
- **October 30, 2001** – On-site interagency meeting with representatives of the Army Corps, DEP, Inland Fisheries and Wildlife, the City, and Boyle. Project area was walked full length.
- **December 12, 2001** – Letter from Jay Clement of the Army Corps, wants the City to evaluate locating the roadway on National Semiconductor's (National) land to avoid wetland impacts. Jay Clement wrote “If National/Fairchild wishes the benefits of the connector road, they must be prepared to make sacrifices”.
- **January 8, 2002** – The City Engineering Department met with John Dunn, National Site

Service manager, and David Russell, Fairchild Site Service manager, to outline possible roadway routing through their property. Routing the roadway through National's property would preserve 1 acre of wetland.

- **January 11, 2002** – National sent a letter outline several issues on the routing of the road through their property
- **April 2002** – The National site was inspected for assessment with Stephen Traub, ASA (Property Valuations Advisors), Craig Worth, Associate Engineer, and Dick Hall, National.
- **May 8, 2002** – Property Valuations Advisors appraise the market value of National's land as greater than \$400,000.
- **July 2002** – The Western Avenue relocation and the first 300' of Jetport Plaza from Maine Mall Road/Western Ave intersection is open to the public.
- **September 10, 2002** - MaineDOT Commissioner arranged a meeting with MaineDOT personnel, Army Corp, DEP, and IF& W to jumpstart/finalize Jetport Plaza Road alignment. Jay Clement, Army Corps, states at this meeting that the City will need to document in the NRPA permit application that the routing of Jetport Plaza through National's property is cost prohibitive.
- **October 29, 2002** – City engineers reviewed and evaluated Boyle's possible mitigation sites located on City property.
- **December 2002 – February 2003** – City Engineering Department adjusted roadway vertical control to minimize wetland impacts. A design with 2.25 acres of wetland impact is developed.
- **February 2003** - Natural Resources Protection Act permit application filed with DEP.
- **March 5, 2003** – On site meeting with regulatory agencies at the proposed mitigation site off from Highland Ave. NRPA permit was delivered, but regulatory agencies want other sites pursued for mitigation. DEP will not evaluate NRPA permit until storm water permit is completed and other sites are evaluated in greater detail. Because IF&W was not present at this meeting, another on site meeting is schedule for April 4, 2003. Army Corps has invited a representative of the U.S. EPA to be present at this meeting.
- **May 23, 2003** - Stormwater Management permit application filed with DEP.
- **February 2004** - Natural Resources Protection Act and Stormwater Management permit applications are approved.
- **January 27, 2004** – Letter sent to Utilities in the proposed Jetport Plaza ROW - South Portland: Portland Water District, Northern Utilities, Portland Pipe Line, Mobil Pipe Line, Verizon, CMP, South Portland Sewer Maintenance, South Portland Electrical, Time Warner Cable, National Semiconductor, Fairchild Semiconductor and Portland Jetport.
- **March 12, 2004** – City of South Portland, FHWA and MaineDOT begin NEPA process.
- **April 2004** – FAA requests documentation of secondary/cumulative wetland impacts and confirmation of the public involvement process.
- **May, 14, 2004** – Letter received from National's Environmental Manager characterizing the lack of potential for National contamination to impact the Jetport Plaza Road project.

**Right of Way/Land Use** – Provide permanent and temporary right-of-way amounts in acres. Break proposed right-of-way amount into land use classification and give typical and maximum right-of-way widths (existing and proposed).

The road right-of-way will be contained within the City of Portland's Jetport property and Packing Corporation of America property which are currently zoned as Rural Residential. The City of South Portland has received a written "right-to-build"



agreement from the City of Portland. The road will run east to west, parallel to the Portland International Jetport Runways numbered 11-29. The road right-of-way will have a total width of 80 feet. The roadway itself will have a width (including side slopes,) of 50 feet (+/-). The road will consist of two 12-foot travel lanes with 10-foot paved shoulders on both sides of the road. The purpose of the paved shoulders is to provide passage for bicycle traffic and space for debilitated vehicles to get off the travel lanes. Currently, right of way documents are being developed. The roadway right of way is estimated to contain approximately 10 acres. Temporary construction easements and grading rights will be acquired as needed. All property rights necessary for the project shall be acquired in accordance with the Uniform Act.

**Flood Plain Encroachments/Stream Channel/Waterway/Groundwater/Water Table** – Describe any effects the project might have on flood plain, stream channel, waterways, groundwater, and the water table.

The proposed Jetport Plaza Road is located in the Jetport/Maine Mall area of South Portland. The roadway will run from the corner of Western Avenue and Maine Mall Road to the northern end of Westbrook Street. The entire length of the project will parallel the Portland International Jetport's main runway 11-29. The project is located within the subwatershed of Long Creek. This creek drains into the Fore River and eventually into Casco Bay. The proposed roadway is situated north of the freshwater stream section of Long Creek and north/northwest of the estuary/tidally influenced portion of Long Creek. Thirteen unnamed, freshwater wetlands are located on or adjacent to the project site. The majority of these wetlands are scrub/shrub wetlands. Smaller portions of the wetland areas on site are emergent wetlands. A large forested wetland is located south of the project on an abutting property. A small, unnamed perennial stream that drains into Long Creek is located southeast of the project, but not directly abutting the site.

Clark Pond is located southeast of the proposed project site. The freshwater portion of Long Creek drains into Clark Pond and the pond drains into the estuarine portion of Long Creek. Clark Pond is located approximately 1 mile south from the project site.

Stormwater runoff from the majority of the development will be collected through a series grassed swales and subsurface storm drains. This system will transport the runoff to the municipal system as well as naturally vegetated buffers.

Due to the proximity of the site to Long Creek, the development is not anticipated to create any negative impact to the Creek or other downstream properties or structures.

**Relocations** – Describe relocations.

No relocations are required.

**Cultural Resources** – Summarize the Section 106 process including any historic and archaeology resources.

**A copy of the following letter was sent to the Maine Historic Preservation Commission with a copy of this NRPA Application.**



Dr. Earle G. Shettleworth, Jr.  
Maine Historic Preservation Commission  
55 Capitol Street  
State House Station 65  
Augusta, ME 04333-0065

Dear Dr. Shettleworth:

Boyle Associates is notifying your Department as required under the Maine Department of Environmental Protection Natural Resources Protection Act (NRPA) application requirements for a Tier 2 Freshwater Wetland Alteration Application under 38 M.R.S.A. Section 480-X. I have attached the necessary information as required in the NRPA Tier 2 procedure.

This project involves the construction of a new two-lane road between the intersection of Western Avenue and Maine Mall Road to Westbrook Street. The applicant for the NRPA permit is the City of South Portland, Maine. We would appreciate a letter from your office indicating whether or not there are properties in the project area of historic, architectural, or archaeological significance so that we may establish the appropriate protective measures. Thank you for your assistance in this matter.

Sincerely,

Richard Jordan  
Boyle Associates

Attachment

In response to this letter the Maine Historic Preservation Commission has indicated: **“Based on the location and scope of work for this project, I have concluded that there are no historic properties [architectural or archaeological] within the area of potential effect”.**

**Section 4(f)** – If Section 4(f) property is being used, indicate which type of Section 4(f) evaluation applies. Also, in a few paragraphs describe below or attach (1) a list of 4(f) properties near the project, (2) a description and list of the 4(f) properties impacted, (3) the views of official with jurisdiction, and (4) any appropriate photos or plan sheets.

### **Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges**

No 4(f) resources in the project area.

### **Historic sites**

None found in the study area.

### **Bikeways and Walkways**

None impacted.

### **Historic bridges**

No bridges found in project area.

**Air Quality** – If it is anticipated that this is an added capacity project, please submit a build/no-build comparison of vehicle - miles-traveled of the project area to the Bureau of Planning for inclusion in the Conformity Analysis of the next Long Range Transportation Plan or Statewide Transportation Improvement Program.

The conformity analysis was completed under The Long Range Transportation Plan and 2000-2002 STIP Conformity Analysis for PACTS (Jan 2001).

**Noise** – Summarize or attach noise analysis, including where noise abatement may be reasonable and feasible.

Noise analysis identified existing industrial and air transportation land use in the immediate project area. There are no noise sensitive receptors adjacent to this highway project. Further, noise abatement measures are not reasonable or feasible due to the immediate proximity of the project area to the Portland International Jetport runways.

**Wetlands** – Describe or attach (1) wetland size and impacts, (2) functions & values, (3) possible mitigation, and (4) any applicable plan sheets.

Permanent wetland impacts, including fill for the roadway and side slopes, will be 97,909 square feet or 2.24 acres.

While constructing the road, in an effort to minimize disturbance to wetlands, silt fence will be installed and maintained along the edge of the construction areas through wetlands and along adjacent property lines. In the areas where the roadway will be located in wetlands, silt fence will be installed at the immediate toe-of-slope of the impact area. After construction, wetlands outside of the road fill areas within the 80-foot right-of-way will be maintained as scrub/shrub or emergent wetland community types, as is their current condition.

A wetland mitigation project will be conducted concurrently or shortly after completion of the roadway. The proposed wetland mitigation project is designed to replace the functions and values of the wetlands filled during construction of the Jetport Plaza Road. The goal of the mitigation work will be the establishment (creation) of 1.75 acres of scrub/shrub and emergent wetland area and preservation of approximately 47 acres of red maple floodplain wetland and forested upland adjacent to the wetland creation site. A portion of this preservation area, 11.75 acres, will be used as mitigation for the wetland impacts of the Jetport Plaza Road. The remaining acreage of the site (approximately 36 acres) will be entered into a conservation easement as advanced mitigation for future projects.

There will be no significant impact to wetland functions and values as those impacted will be replaced. This lends credence to the view that this project should be processed as a Categorical Exclusion, if otherwise possible.

**Sole Source Aquifers** - Describe or attach (1) plans showing extent, and (2) coordination conducted to-date with the USEPA/MaineDEP.

Portland Water District supplies drinking water to this area. No wells are used for drinking water in this area. No sole source Aquifers located in the project area.

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**Threatened and Endangered Species** – Include summary of coordination with USFWS/MaineIF&W.

Inland Fisheries and Wildlife Notification

The next two documents represent communications between Boyle Associates and the Maine Department of Inland Fisheries and Wildlife. The first document is a copy of the letter sent by Boyle Associates to the DIFW requesting the Department to identify any potential rare species or habitats located in the project area. **The second document is a GIS map created by the DIFW indicating that no wildlife habitats are associated with the project site.**

September 5, 2001

Phil Bozenhard  
Regional Wildlife Biologist  
Maine Department of Inland Fisheries and Wildlife  
RR1, 358 Shaker Road  
Gray, ME 04039

**Subject: Wildlife Resources, Jetport Plaza Road, South Portland, Maine**

Dear Mr. Bozenhard:

I am writing to request your review of the proposed Jetport Plaza Road project area as outlined on the attached USGS topographic map for any known or potential significant wildlife resources. The proposed road is a project of the City of South Portland. The City will be acquiring a Natural Resource Protection Act Permit from the Maine DEP and an Individual Permit for Work in Waterways from the U.S. Army Corps of Engineers. The purpose of this review is to aid us in documenting potential rare species or habitats along the project area so that avoidance, protection and mitigation steps can be taken.

The proposed project area will encompass an approximately 50-foot wide two-lane road right-of-way. The purpose of the road will be to provide new and safer access and exit options for Fairchild and National Semiconductor and the South Portland Gardens Housing Development.

If you have any questions please feel free to call me. Thank you in advance for your help.

Sincerely,

Richard Jordan, Boyle Associates  
Authorized Agent for the City of South Portland, Jetport Plaza Road Project

**IF&W Report - Jetport Plaza Road - South Portland**  
Request for Information - Richard Jordan



Department of Inland Fisheries and Wildlife

Region A, (207) 657-2345

### Biologist Notes

**No identified wildlife habitats associated with this project site**

**Agriculture** – Describe or attach (1) amount of prime and non-prime farmland impacted, (2) discuss farmland conversion impacts, and (3) Farmland Conversion Impact Rating Sheet (Form AD-1006), if applicable.

No agricultural lands are found in the project area.

**Socioeconomic** – Describe or attach temporary and permanent economic and social effects of the proposed project.

Increased safety and reduced congestion.

**Detours/Traffic Maintenance** – Describe any detours used during construction.

Traffic plan to be developed if required.

**Section 6(f)** – Describe any property that may be impacted that was purchased or improved through the Land and Water Conservation Fund Program. Any property taken must be replaced.

No LAWCON properties in the project area.

**Other construction projects** – Describe other roadway design or construction projects in the area.

Western Ave. reconstruction (MaineDOT PIN 8822.00), Brick Hill Affordable Housing Development, new water main installation.

**Permits/Mitigation** – Are there any permits that must be applied for in final design? If so, list them. What are the current mitigation requirements for this project? Differentiate between “Firm” and “Optional” commitments.

A NRPA Individual permit, a MDEP Stormwater Management Permit, and an ACOE Cat III (Individual) have all been issued at this time. A wetland mitigation project will be conducted concurrently or shortly after completion of the roadway. The proposed wetland mitigation project is designed to replace the functions and values of the wetlands filled during construction of the Jetport Plaza Road. The goal of the mitigation work will be the establishment (creation) of 1.75 acres of scrub/shrub and emergent wetland area and preservation of approximately 47 acres of red maple floodplain wetland and forested upland adjacent to the wetland creation site. A portion of this preservation area, 11.75 acres, will be used as mitigation for the wetland impacts of the Jetport Plaza Road. The remaining acreage of the site (approximately 36 acres) will be entered into a conservation easement as advanced mitigation for future projects.

**Topography/Geology** –

Previously disturbed area due to airport construction.

**Hazardous Waste** – Is there any additional evaluations or remediation work that has to be done regarding hazardous or contaminated material? If so, please explain.

No additional evaluations are necessary as we have received the following site characterization from NSC's Environmental Manager: “All soil contamination has occurred a significant distance from the property boundary and groundwater flow is toward Western Ave. i.e. away from the Jetport Plaza Road”. No migration of contaminated soils toward Jetport Plaza is expected as groundwater flow is in the opposite direction.

MaineDOT is in the process of confirming the lack of contaminant migration from N/FSC property to the new roadway location via geotechnical borings. The boring results will be

available at MaineDOT.

**Secondary Impacts/Cumulative Impacts/Others** – Discuss any reasonably foreseeable secondary and cumulative impacts from the project. Other environmental impacts not covered under previous topics should be included here.

Reduced congestion, increased safety, responding to permitted affordable housing project. Redbrick Housing Development does not require any state or Federal permits for their impacts as they are under the allowable 4300 s.f. threshold. Wetland impacts for the Redbrick Housing Development total 4,125 s.f. This project's 2.24 acres of wetland impact, is in addition to the 12.66 acres of wetland impacts documented by the Portland International Jetport Environmental Assessment dated May 1999, to provide RSA/OFA for Runway 11-29, relocate and widen SR 9, and Terminal Area Sufficiency.

**Public Involvement** – Will the opportunity for a public hearing be offered?

The opportunity for public comment will be advertised and conducted as part of the processing of this EA. A public hearing has been scheduled for Thursday, September 9, 2004. South Portland may conduct a public hearing once the plans are finalized to satisfy local requirements.

A copy of this notice was sent to abutting property owners, the Cities of Portland and South Portland, and the Portland Press Herald Newspaper (*printed 02/18/03.*)

Please take notice that The City of South Portland, (Engineering Department; 25 Cottage Road; South Portland, Maine; 04106) is intending to file a Natural Resources Protection Act permit application with the Maine Department of Environmental Protection pursuant to the provisions of 38 M.R.S.A §§ 480-A through 480-Z on or about MAY 21, 2003.